

Read the FACTS



Saskatchewan flour and mill products shipped out of Churchill.

*... about Western Canada's Practical and Economical
Ocean Trade Route to British
and Continental Markets*

Issued by Executive Hudson Bay Route Association,
Frank Ehason, Secretary, 921 Ave F North, Saskatoon,
Sask.

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Foreword

"DREAM AND LIVE". This inscription engraved on the corner stone of an Assembly Hall in a Saskatchewan city; arrested the attention of the compiler of this brief booklet long years ago.

It is because of the visionaries, the explorers, the adventures, and the navigators, who, hearing the call, responded, and finally forged their dreams, through action, into reality — and lived men's lives — that you dear friends are able to read (and we trust digest) these few facts about the physical conditions and the practicability of the Hudson Bay Route, and Port of Churchill as Western Canada's gateway to Europe.

The material for this booklet has been gleaned from recorded history, covering a period of over 300 years, when gallant Henry Hudson sailed his little ship "THE DISCOVERY" of 55 tons, into Hudson Bay on August 3rd, 1610.

This booklet is dedicated to all visionaries, past and present, who having great faith in the high destiny awaiting our vast Canadian west and north land worked on undismayed, until in part, they have made their dreams come true; and to all of our kind Hudson Bay Route Association members, who by their generous financial support have made the publication of these facts possible.

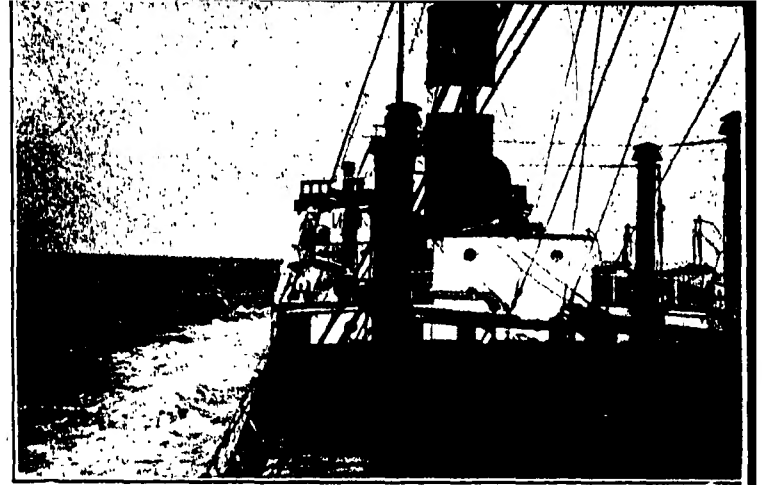
Saskatoon, May 1st, 1948.

Hudson Bay

*Second largest inland sea in the world, lying between
north latitude 58° 20' and 64° 35'*

Extending deeply into the northern interior of Canada, the Hudson Bay is a great inland sea, reaching to the very heart of the Dominion. Measuring 1,000 miles from north to south and 600 miles from east to west at its greatest width. The Hudson Bay never freezes over, being on tide water. Dr. Robert Bell Fellow of the Royal Society with seventeen years experience in northern waters, and eminent authority on navigation, before a committee of the Dominion Senate said: In regard to Hudson Bay, there is no date for the opening or closing of navigation, because the Bay is open all the year round like the ocean in corresponding latitudes. It is strictly correct to say that the Hudson Bay is open during the winter. There is a margin of ice along the shallow water, but it never extends so far—but a man on the beach can see the open water on a clear morning. Bay ice being light and rotten, after it breaks away from the shore, offers

“BUY BRITISH”



Grain laden freighter in Hudson Bay

little obstruction to a steamship. The temperature along the east coast of Hudson Bay is 53 degrees F. in summer, compared with the temperature of Lake Superior which is 39 degrees F. With longer sunshine than in more southern latitudes, bathing in Hudson Bay is more enjoyable than in the St. Lawrence. In the year 1927, the Dominion Government fitted out an expedition to make a detailed survey of Hudson Bay and Strait. This expedition spent nearly two years in the Bay and obtained very valuable data of general ice conditions.



Leaving a big berg astern

Connecting the Atlantic Ocean with Hudson Bay, Hudson Strait is about 500 miles long, and from 45 to 100 miles wide. Navigation is not difficult, as currents are steady. Ice bergs at the eastern entrance are the only real hazard and the month of July is the worst month for ice. Vilhjalmur Stefansson noted explorer says: "temperature of islands in Hudson Strait is the same as Manitoba. Grass and animals abound on shores of Hudson Strait. Deposits of coal

two

Hudson Strait

Lying between north latitude 58°20' and 64°35'

Hudson Strait never freezes over

are found on every island. Capt. Bernier, noted artic explorer said, before the Dominion Senate Committee on navigability of Hudson Bay and Strait. Hudson Bay and Strait are open to navigation the year round, but as far as the strait is concerned, ice bergs block the way in places according to where the current into or out of the Bay drives them. With improved aids to navigation, so that ships could be directed in their course; Hudson Bay ports would rank amongst the most important on the continent, owing to the appreciable difference in distance to Europe compared with other ports. Hudson Bay Route navigation will be safer than the St. Lawrence because there are very few shoals, and the water is uniform. There is mostly constant daylight, which enables a mariner to see around him.

HUDSON BAY ROUTE

Port of Churchill

A Natural Harbour

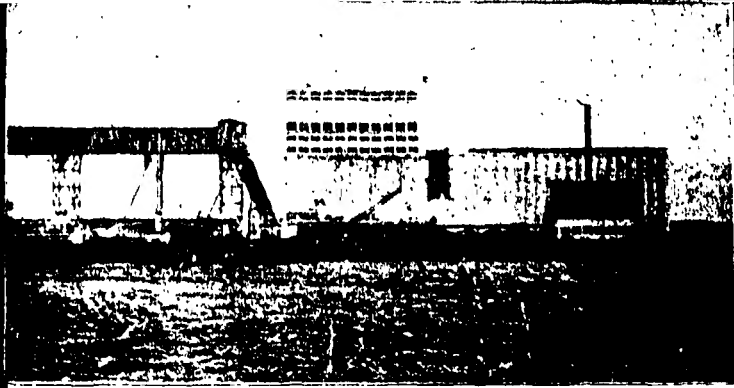
Terminus of the Hudson Bay Railroad

Churchill is North America's most modern sea port. Churchill harbour is absolutely land locked, and entirely protected from every storm, no matter from which quarter it blows. The harbour itself is six miles in length, and from one and one half to four miles wide at high tide. The wharf is one third of a mile long, and can be extended, in one straight line to moor forty ships. The facilities and equipment at the port are the most modern anywhere. Port Churchill lies on the east bank of the Churchill river about a mile from its mouth. The Churchill river itself is 1,000 miles long. Building the Port—described as “a very or-
“BUY BRITISH”



The Churchill dock; Saskatchewan wheat for Europe.

dinary piece of large construction work”—entailed a good deal of dredging; some two million cubic yards of hard boulder clay being removed from the river bottom. A notable feature when comparing Churchill with other ports, is that the pilot is on board for only a mile or so. Steamers come right in from the deep sea to the harbour-mouth and dock without the use of tugs



Government Terminal Elevator.

The completely modern grain elevator at Churchill has a capacity of $2\frac{1}{2}$ million bushels. It is built in such a manner that it can be stepped up to 10 million bushels without great additional cost. The work house alone of the present unit has a capacity of 100,000 bushels per hour—a car of wheat can be dumped in exactly 60 seconds. Three grain boats can be loaded at once from 23 grain-spouts. Four streams of grain may be discharged at the rate of 80,000 bushels per hour, and a grain boat can be loaded in 12

four

Churchill Terminal Most Modern in the World

Erected by the Dominion Government

hours. Working 24 hours a day, three shifts, 50 million bushels of grain can be loaded out of Churchill Terminal during the present 66 day shipping season. Churchill Terminal was not built as a storage elevator, but to be used for the rapid transit of grain. It was the intention of the designers when planning the construction of the Terminal, for the elevator at Churchill to be fed from internal storage elevators at strategic points in the grain belt. Elevators have already been built at Saskatoon and Moose Jaw to this end but as the Port develops, more internal storage elevators will be needed, so that sufficient grain is in a favorable position for rapid delivery to Churchill when needed during the shipping season.

HUDSON BAY ROUTE

Navigability *of the Strait and Harbour*

Open for Twelve Months of the Year

... Safer than the St. Lawrence

Captains sailing through Hudson Strait, into Hudson Bay, agree unanimously that the Hudson Bay Route is preferable to the St. Lawrence Route. They also agree that the route can be used from four to six months each year and when more information is obtained, and with improved aids to navigation—gyro compass, echo depth recording, direction finding equipment, radar and aeroplane service over the strait; the route will eventually be used the year round. Ice breakers in Churchill harbour can keep the port open for 12 months in the year.

Dr. Robert Bell in evidence before the Senate Committee on navigability of Hudson Bay and Strait said — It is impossible that there should be at any time in the twelve months, difficulty in navigating Hudson Strait for they are upon tide water. Captain Bartlett, a member of Peary's

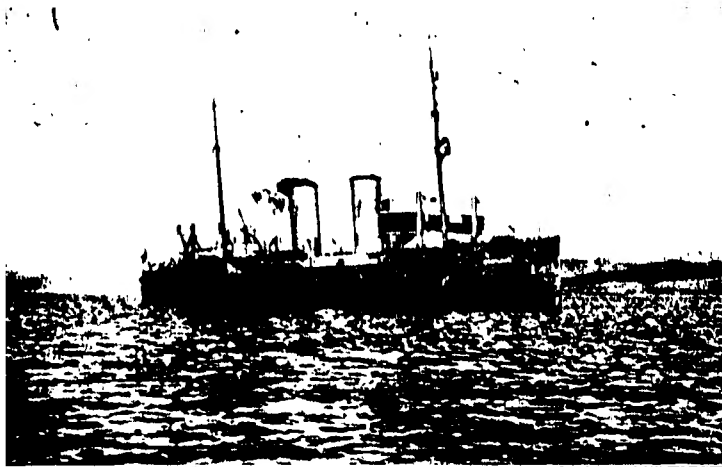
"BUY BRITISH"



Lights placed at strategic positions. This light located at the eastern entrance to the Strait.

North Pole expedition, envisages a time when the grain not only of Canada's prairie provinces, but of the North Western States will go to European markets via this northern outlet. "The Hudson Strait is the safest body of water to navigate in the world for many months of the year, there is almost persistent daylight, with few fogs such as we encounter in the St. Lawrence. The Hudson Bay Route is an outlet for products which will save Canadian producers millions of dollars in rail and handling tolls".

five



► The Canadian Government steamship "N. B. McLean" which patrols Hudson Strait.

The Canadian Government owns and operates the large, powerful patrol and ice breaking steamer "N. B. McLean", the most modern and efficient ice breaker in the world. This ship is stationed in Hudson Strait, at the opening of navigation each year. She is equipped with radio, towing gear, divers, search light, derricks, launches and salvage plant. A patrol tug "Ocean Queen" is also on duty in the Bay and Strait, reinforced for ice and equipped with salvage plant. Weather and ice reports, are broadcast daily by government radio telegraph stations in Hudson Strait and Churchill. The Dominion Tug "Ocean Eagle" especially built for ice patrol work, has been making yearly ice pa-

six

Ice Patrol

The "N. B. McLean" Patrol Ship

Length (B. P.) — 260 feet
 Breadth (Moulded) — 60 feet
 Depth (Moulded) — 31 feet
 Indicated horse-power — 6,500

trols out of Churchill, along the route taken by vessels across Hudson Bay and through Hudson Strait; and much valuable data has been recorded. The ice movements are tabulated as follows.

Ice broke up in Churchill harbour:

1928 on June 17
 1930 on June 9
 1932 on June 7
 1934 on June 21
 1936 on May 27

Close of navigation in Churchill harbour:

1928 on October 17
 1930 on October 17
 1931 on November 3
 1932 on October 14
 1934 on October 27
 1936 on October 27

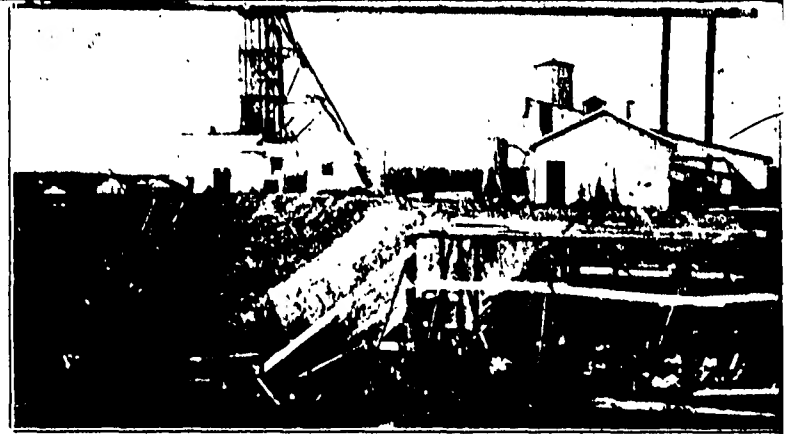
HUDSON BAY ROUTE

Natural Resources of the Hudson Bay Area

Valuable Ore Deposits

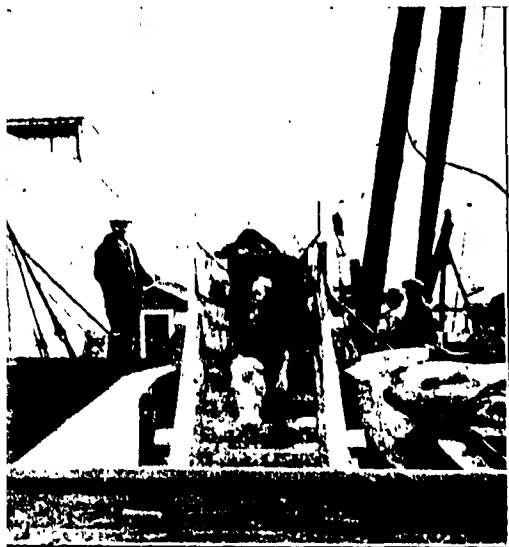
The completion of the Hudson Bay Railway, opened up vast areas of great potential wealth, by tapping the pre cambrian mineral shield, running through northern Manitoba and Saskatchewan, long recognized as one of the worlds greatest store houses of metallic minerals and covering 80,000 square miles. The little prospecting that has been done to date, shows the presence of many different ores, magnetic iron ore, copper, lead, zinc, cobalt, silver, nickel and gold. Explorer Stefansson reports outcropping of copper at Bear Lake, over an area 100 miles east, by 200 miles north. It is reported there is a vein of magnetic iron ore on the east coast of James Bay, and from a survey made by an English mining engineer, many years ago, is one of the largest iron ore deposits in the world. All the islands in Hudson Bay show valuable deposits of hard and soft coal, easily mined. Within 600 miles of Churchill, lies the rich tar sands of Atha-

"BUY BRITISH"



Gold mine on God's Lake reached from Ilford (mile 286).

baska, the McMurray Formation, a field of perhaps 30,000 square miles, capable of producing anywhere up to 250 billion barrels of petroleum. Two companies are operating in this field at present and their refining process is 99 per cent effective in extracting the petroleum and asphalt. These companies supplied diesel fuel and aviation gasoline to mining companies operating in that district. A pipe line could be laid from these oil fields to Churchill for export to Europe. At Manitoba Rapids, mile 242, Hudson Bay road; there are excellent stands of spruce timber, suitable for pulp and paper manufacturing, and enough to keep a mill going for a generation.



Shipment of cattle via Hudson Bay
Route loading at Churchill.

West of The Pas, and running for nearly 200 miles, there is a central belt of good clay soil, an area of 10,000 square miles, equivalent to six million acres, 75 per cent of which is arable. This soil was deposited as beds of old lakes, and is suitable for mixed farming. The land is now covered with a growth of poplar and spruce, easily cleared, and has ample rainfall. Agricultural Co-Operative test plots, have been undertaken at different points along the Hudson Bay road since 1925 and have given very encouraging results. At mile 137, grain was seeded May 25th in rod rows, 7 inches apart and harvested September 4th. The following yields were recorded.

eight

Agriculture...

Along the Hudson Bay Railway

Fine Gardens Are Grown at Churchill

WHEAT—

Garnet	64.3 bus. per acre
Marquis	62.8 bus. per acre

OATS—

Victory	118.2 bus. per acre
Gold Rain	90.5 bus. per acre

BARLEY—

O. A. C. No. 21	106.4 bus. per acre
Early Chevalier	98.9 bus. per acre

Grown on scrub land, cleared and broken the previous year.

At Mile 185, the following yields were recorded.

WHEAT—

Garnet	40.0 bus. per acre
Marquis	35.0 bus. per acre

OATS—

Banner	73.5 bus. per acre
Gold Rain	66.1 bus. per acre

BARLEY—

O. A. C. No. 21	39.7 bus. per acre
Allert	30.8 bus. per acre

Grown on burnt over land, organic content injured by fire.

HUDSON BAY ROUTE

Wild Game in Hudson Bay Area

Caribou, Muskox, Reindeer, Moose

Millions of caribou, thousands of musk-ox thrive on the grasses that grow on the mainland, and on the islands in Hudson Bay. Vihljalnur Stefansson, who has travelled through this vast northland, estimated there is one million square miles of grazing land, capable of supporting 50 million head of reindeer and 10 million head of musk-ox. He suggested that the Dominion Government establish a musk-ox ranch at Churchill, knowing the area to be good musk-ox country. They have inhabited the vicinity for the last hundred years. Musk-ox can live within 400 miles of the north pole. they are grass eaters, and can thrive wherever grass grows. The so-called barren lands are covered with vegetation. Reindeer, can also be climatized and domesticated, but the musk-ox is a better animal for domestication. He does not stampede or roam, he will not cross ice, and has the faculty of defending himself from wolves. One of the

"BUY BRITISH"



advantages of the musk-ox is its wool, an adult animal produces about 50 pounds of excellent quality wool each year. If domesticated, they need no hay or barns to shelter them and they cannot be killed by blizzards. One musk-ox would dress on the average 400 pounds at four years of age and their meat is equal to beef. The snowfall in this northern area is very light, so that animals can graze all winter.



Cape Hopes Advance. This bold headland forms the westerly extremity of Ungava Bay.

The fisheries of Hudson Bay, and the lakes and rivers that drain into it, should, with proper conservation, prove a source of perpetual food supply, both for local use and export. Pickerel, salmon, trout, white fish, sturgeon, pike and tulibee abound. The white fish of the northern waters has a flavor and firmness that cannot be excelled. White whale fishing has been carried on with good profit in Hudson Bay by the Hudson Bay Co., and American whalers. Cod is plentiful in Hudson Strait. All reports are that fish on the

Fisheries

Northern Waters Produce Fish of High Value

eastern side of Hudson Bay are extremely abundant, physical conditions being more favorable, deeper water and high shores and a number of islands, which shelter the water. The Hudson Bay salmon (called Hearn's salmon) runs from 2 to 18 pounds in weight. It is very abundant, is a migratory fish, and goes in and out of the bay and up the rivers again. There is the large white fish plentiful in the many large lakes, and the lesser white fish sometimes called herring which is also quite abundant. King sturgeon can be found in practically all the rivers, and yield a variety of valuable products, oil and leather, and the caviar or salted roe is valued as a delicacy. The white whale is abundant on the west side of Hudson Bay and yields meat, leather and whale oil.

HUDSON BAY ROUTE

Water Power

*Millions of Horsepower Can Be Developed
on Churchill Rivers*

Enormous quantities of hydro power are within transmission distance of the Hudson Bay Railway. The Nelson river alone being capable of developing 2½ million horse power at ordinary minimum flow, or nearly 7 million for six months in the year. The principal water power sites are located on the rivers Nelson, Churchill, Reindeer, Saskatchewan, Sturgeon-Weir, Grass, Burntwood and Hayes. The physical characteristics of the Canadian Shield are exceptionally favorable for the creating and developing of a great water power resource, which will be of inestimable value in connection with mineral development and forest and other industries. The rugged nature of the country has provided hundreds of rivers having well defined banks of rock and with falls and rapids everywhere that can be harnessed with a minimum of effort. On the Nelson river the horse power for eleven rapids aggregate 6,859,000 as follows.

"BUY BRITISH"



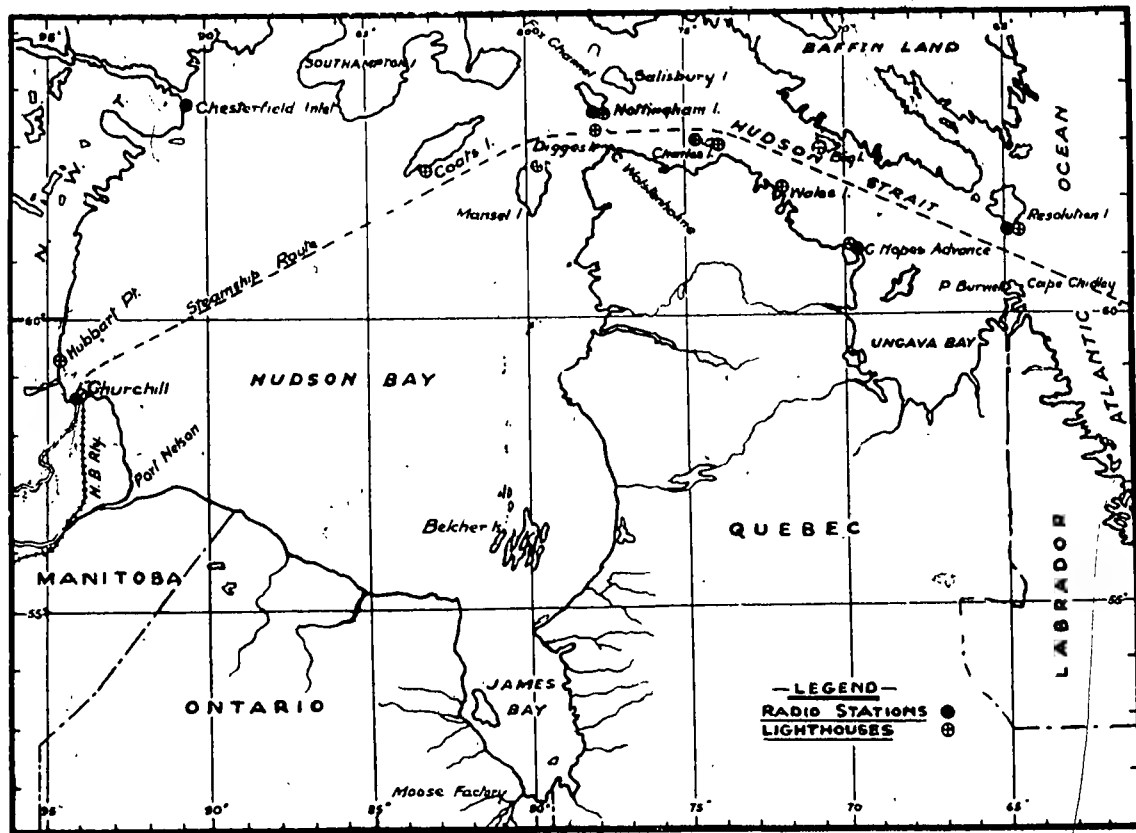
Crossing the Nelson River. Manitou Rapids at mile 242.

	Head in Feet	Horse Power
Limestone Rapid	85	1,140,000
Long Spruce Rapid	85	1,140,000
Kessee Rapid	96	1,290,000
Grill Rapid	67	900,000
Birthday Rapid	24	320,000
Grand Rapid	20	270,000
Rapids above Sepewesk Lake	31	416,000
Bladder Rapid	10.6	147,000
White Mud Rapid	30	403,000
Ebb-and-Flow Rapid	11	148,000
Rapids above Cross Lake	45	605,000

To supply Flin Flon mining area with electrical power a power plant has been built on Churchill river at Island Falls, capable of developing 70,000 horse power.

eleven





OUTLINE MAP OF
CANADA
Showing relative position
of the Hudson Bay,
Churchill and the Hud-
son Bay Railway.

HUDSON BAY ROUTE

Mileage Comparison

Over One Thousand Miles

Shorter Haul

Distances from principal western points to Liverpool in miles.

From	Via Montreal (Great Lakes)	Via Churchill	Saving
Regina	4750	3779	971
Saskatoon	4878	3750	1128
Prince Albert	4911	3696	1215
Moose Jaw	4792	3821	971
Brandon	4527	3873	654
Calgary	5226	4150	1076
Edmonton	5224	4073	1051

"BUY BRITISH"



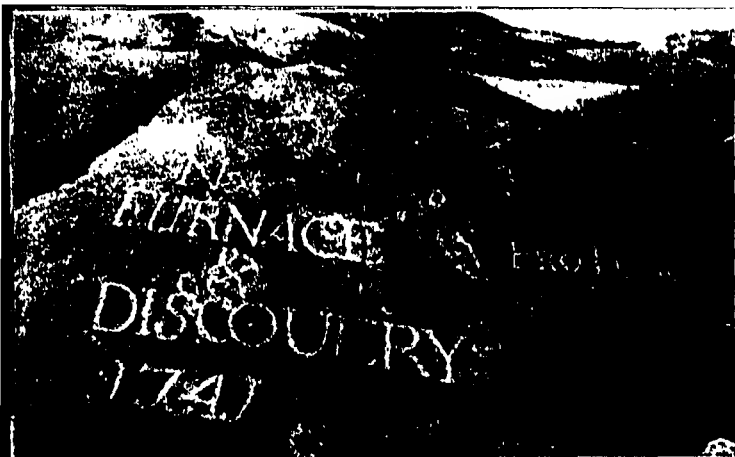
Ice berg in Hudson Strait.

Advantages gained by shorter rail haul in miles

From	Churchill (all rail)	Montreal (all rail)	Montreal Via Great Lakes
Regina	843	1713	1990
Saskatoon	814	1828	2105
Prince Albert	760	1871	2148
Moose Jaw	885	1756	2032
Brandon	937	1492	1767
Calgary	1214	2220	2497
Edmonton	1137	2147	2424

thirteen





A record of an early voyage, on the rocks of Sloop Cove opposite Churchill. The "Furnace" and "Discovery" were two vessels fitted out by the Admiralty for exploration of Northwest Passage.

Rates on Eggs.

Brandon, saving per car	\$ 61.87
Swan River, saving per car	148.00
Yorkton, saving per car	134.75
Prince Albert, saving per car	196.62
North Battleford, saving per car	166.37
Saskatoon, saving per car	160.87

fourteen

Freight Rates

Comparative Freight Rates Show Great Savings on Exports

Regina, saving per car	130.62
Edmonton, saving per car	144.37

Rates on Dairy Products and Dressed Poultry.

Brandon, saving per car	\$ 115
Swan River, saving per car	330
Yorkton, saving per car	300
Prince Albert, saving per car	450
North Battleford, saving per car	405
Saskatoon, saving per car	365
Regina, saving per car	295
Moose Jaw, saving per car	285
Edmonton, saving per car	320

HUDSON BAY ROUTE

COMPARATIVE FREIGHT RATES

Show Substantial Savings on Imports via Churchill

(Through Class Rates in Cents per 100 lbs.)

To	REGINA	1	2	3	4	6	7	10
From Churchill	2.86	2.38	1.91	1.44	1.11	.76	.65	
Montreal, all rail	4.33	3.61	2.92	2.24	1.66	1.25	1.14	
Lake and Rail	3.93	3.28	2.67	2.06	1.57	1.16	1.05	
To SASKATOON								
From Churchill	2.78	2.32	1.85	1.40	1.09	.75	.64	
Montreal, all rail	4.66	3.88	3.13	2.40	1.80	1.33	1.21	
Lake and Rail	4.26	3.56	2.89	2.21	1.71	1.25	1.13	
To NORTH BATTLEFORD								
From Churchill	2.98	2.49	2.06	1.49	1.16	.80	.68	
Montreal, all rail	4.91	4.08	3.30	2.50	1.90	1.40	1.28	
Lake and Rail	4.51	3.75	3.06	2.32	1.81	1.32	1.20	
To PRINCE ALBERT								
From Churchill	2.65	2.21	1.78	1.33	1.02	.71	.61	
Montreal, all rail	4.79	3.99	3.21	2.46	1.84	1.37	1.25	
Lake and Rail	4.39	3.67	2.96	2.27	1.75	1.28	1.16	
To YORKTON								
From Churchill	2.50	2.09	1.67	1.26	.97	.68	.57	
Montreal, all rail	4.11	3.42	2.76	2.13	1.57	1.19	1.08	
Lake and Rail	3.71	3.10	2.52	1.95	1.48	1.16	.99	
To MOOSE JAW								
From Churchill	2.98	2.49	2.00	1.49	1.16	.80	.68	
Montreal, all rail	4.46	3.71	2.99	2.31	1.73	1.28	1.17	
Lake and Rail	4.07	3.39	2.75	2.13	1.64	1.20	1.09	

"BUY BRITISH"

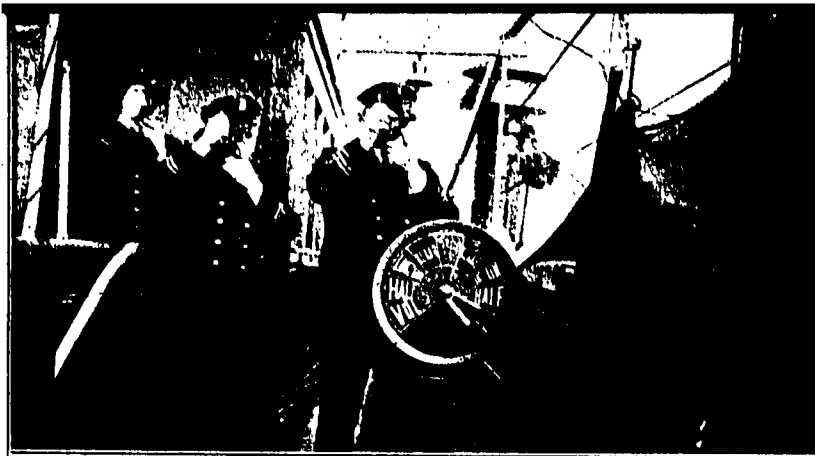
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COMPARATIVE FREIGHT RATES

Showing Substantial Savings on Imports via Churchill

(Through Class Rates in Cents per 100 lbs.)

		1	2	3	4	6	7	10
To	SWIFT CURRENT							
From	Churchill	3.76	3.17	2.53	1.89	1.48	1.04	.88
	Montreal, all rail	4.72	3.92	3.16	2.43	1.83	1.36	1.22
	Lake and Rail	4.32	3.59	2.92	2.25	1.74	1.27	1.14
To	WEYBURN							
From	Churchill	3.04	2.53	2.02	1.52	1.19	.82	.69
	Montreal, all rail	4.26	3.56	2.84	2.20	1.62	1.21	1.11
	Lake and Rail	3.86	3.23	2.60	2.02	1.53	1.13	1.03
To	LLOYDMINSTER							
From	Churchill	3.16	2.64	2.11	1.59	1.23	.87	.73
	Montreal, all rail	5.09	4.22	3.41	2.61	1.98	1.48	1.32
	Lake and Rail	4.69	3.90	3.17	2.43	1.89	1.39	1.23
To	BRANDON							
From	Churchill	3.11	2.60	2.07	1.55	1.20	.83	.71
	Montreal, all rail	3.68	3.06	2.47	1.91	1.40	1.08	.99
	Lake and Rail	3.28	2.73	2.23	1.73	1.31	.99	.91
To	DAUPHIN							
From	Churchill	2.72	2.27	1.80	1.37	1.05	.73	.62
	Montreal, all rail	3.79	3.16	2.54	1.98	1.46	1.10	1.00
	Lake and Rail	3.39	2.83	2.30	1.80	1.37	1.02	.92
To	THE PAS							
From	Churchill	1.88	1.56	1.26	.94	.71	.51	.42
	Montreal, all rail	4.66	3.88	3.13	2.40	1.80	1.33	1.21
	Lake and Rail	4.26	3.56	2.89	2.21	1.71	1.25	1.13
To	EDMONTON							
From	Churchill	3.58	2.98	2.38	1.80	1.42	.98	.82
	Montreal, all rail	5.48	4.55	3.67	2.82	2.17	1.61	1.43
	Lake and Rail	5.18	4.31	3.50	2.70	2.11	1.55	1.38



On the bridge; taking noon position observation with sextants
for the ships.

SINCE 1670—

750 wooden vessels
belonging to the Hud-
son's Bay Company
have sailed into Hud-
son Bay with the loss
of only two vessels.

The Explorer

"There's no sense in going further—it's the edge of cultivation,"
So they said, and I believed it—broke my land and sowed my
crop—

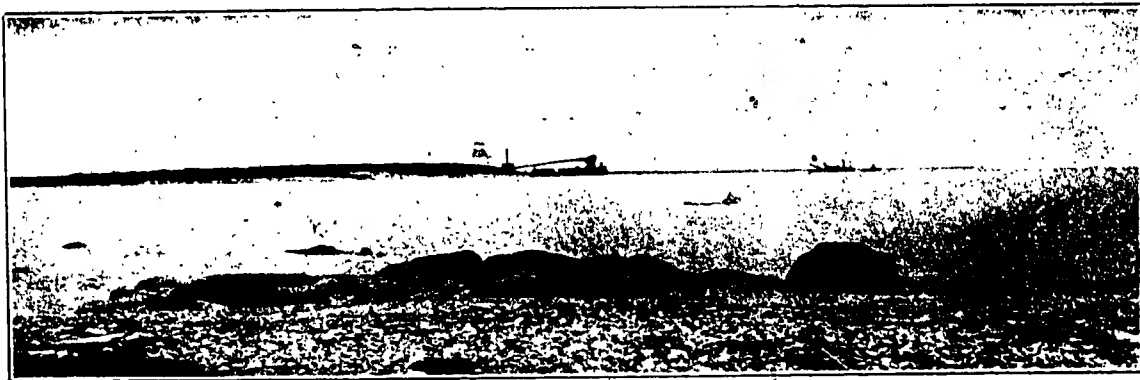
Built my barns and strung my fences in the little border station
Tucked away below the foothills where the trails run out and stops

Till a voice, as bad as Conscience, rang interminable changes
On one everlasting whisper—day and night repeated—so!
hi dden, go and find it, go and look behind the ranges—
"Something hidden, go and find it, go and look behind the ranges—
"Something lost behind the ranges. ...Lost and waiting for you.
Go!"

Then I knew, the while I doubted—knew His Hand was certain
o'er me.
Still—it might be self-delusion—scores of better men had died—
I could reach the township living, but . . . He knows what terror
tore me . . . But I didn't . . . But I didn't. I went down the other side.

Ores you'll find there; wood and cattle; water transit sure and
steady
(That should keep the railway-rates down), coal and iron at
your doors.
God took care to hide that country till He judged His people ready,
Then He chose me for His whisper, and I've found it, and it's
yours!

Yes, your— "Never-never country" —yes, your "edge of culti-
vation"
And "no sense in going further"—till I crossed the range to see.
God forgive me! No, I didn't. It's God's present to our people.
Anybody might have found it but—His whisper came to Me!
—Rudyard Kipling.



On The Hudson's Bay Company's 275th anniversary the governor sent greetings to the staff, incorporating the following prophetic verses:

*War like the Arctic night has passed
We greet you, friends, and greet the day
When, over peaceful seas at last
New ships, red ensign at the mast
Go trading into Hudson's Bay.*

*Never the weight of centuries
Bent our broad backs, nor does today,
Nor ever shall while men like these
The forelock of adventure seize
And, be it foul or favouring breeze,
Go! trading into Hudson's Bay.*

*Many have died that this may be—
Adventurers whose hearts are gay—
Men of our ancient Company,
Our thoughts will be of them when we.
Go once more trading to the Bay.*